

Public Hearing

GENERAL DEVELOPMENT PLAN

for the

VILLAGE OF TRUMANSBURG

Tompkins County, New York

*adopted by Planning Board
6/25/92 & 4/22/93 to comply
with Village Law 7-722*

*Public Hearing 2/17/93 - did not
adopt - use as guideline &
review - see NYCOM letter
& copies of minutes in folder*

Prepared for: Village of Trumansburg Planning Board

by: PLANNING/ENVIRONMENTAL RESEARCH CONSULTANTS
310 West State Street Ithaca, NY

June 1, 1992

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Trustees
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Golder & Golder

July 1, 1992

Dear Village Residents;

It is appropriate that during Trumansburg's bicentennial year that a plan for the future development of Trumansburg be unveiled. The "General Development Plan" was commissioned by the Village of Trumansburg with the Planning Board given the responsibility to have the plan completed.

Thomas Niederkorn of "Planning/Environmental Research Consultants" was hired to research the project and compile the data that was gathered and put into the accompanying report. This project was started in 1986 and has just been completed, this undertaking involved the efforts of many people both in and out of Village government.

Two maps have been prepared, one showing the Village as it is now and one showing a proposed future Trumansburg. Please keep in mind that this "Plan" is being presented only as a plan and has not been adopted as any official blueprint for tomorrow. The maps are on display at the Village Offices and may be viewed during business hours.

Sometime in the not too distant future there will be a Public Meeting(s) to receive the communities comments and input regarding this plan, in the meantime if anyone has suggestions please jot them down and send them to the attention of the Village of Trumansburg Planning Board.

Yours truly,

Thomas Bennett
Mayor

TB:dg



PLANNING/ENVIRONMENTAL RESEARCH CONSULTANTS

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June 1, 1992

Mr. John O'Leary, Chairman
Village of Trumansburg Planning Board
Village Office
56 East Main Street
Trumansburg, New York 14886

Dear John:

It is my pleasure to transmit to you and the members of the Planning Board the General Development Plan for the Village of Trumansburg. This document represents almost three years of work by Planning Board members to review and revise the Village plan prepared in 1977.

I realize that this has been a frustratingly slow process. Initially, we all thought the work would have been completed in a much shorter time. But, as you now, Planning Board members volunteered to gather much of the background data used in the study and some of this work was quite time consuming.

Also, mid-way through the process the plan was put on hold and we concentrated on the preparation of subdivision rules and regulations. This was, in my opinion, a wise course of action since the Planning Board was powerless to review and approve any land subdivision activity that might have come along. Good rules and regulations have now been adopted and I believe this will be very useful in the future.

The Village should use the development plan as a set of guidelines for the numerous day-to-day decisions that have to be made by local officials. It is not intended that the plan be considered a rigid document; rather, it must respond to constantly changing conditions both in the Village and the surrounding Town of Ulysses. The Planning board should monitor change as it happens and modify the development plan when this seems necessary.

I have enjoyed my work with the Board and I commend you all for a job well done. The product of your efforts should be an effective tool for many years to come.

Very truly yours,
PLANNING/ENVIRONMENTAL RESEARCH CONSULTANTS

Thomas Niederkorn

TN:sc

VILLAGE OF TRUMANSBURG

General Development Plan

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VILLAGE OF TRUMANSBURG

General Development Plan

I. INTRODUCTION

This report has been prepared as the result of a two-year study by the Village Planning Board. The Board's intent was to update a General Plan for the Village which was published in January 1977. The earlier report was also prepared by the Planning Board in collaboration with graduate planning students from Cornell University.

In the fifteen years since the first plan was prepared there have been a number of changes in the Village. The population has declined by over six percent, a small area has been annexed, a moderate amount of new development has occurred and some infrastructure improvements have been made.

Village officials recognized the need to adopt land subdivision regulations and to revise the zoning law. For these land use controls to be most effective as guides of continuing change, the Village decided to review and modify the 1977 General Plan so that it would reflect current conditions and community goals. This project was to be implemented by the Planning Board.

Members of the Planning Board have participated extensively in the review and update process. Major effort was focused on data gathering, revision of development policy and preparing a future land use plan. The Board has also been totally involved in the formulation of rules and regulations to guide the land subdivision process and in developing new language for the Village's zoning law. This grass roots participation by board members adds considerable strength and credibility to the end product.

The General Plan, often referred to as a Master Plan, provides a broad-based guideline for community decision making. Subdivision approval gives the Village essential oversight as land is subdivided into building lots and provided with Village services; the zoning law defines standards and procedures that relate to how land can be used. Both are fundamental and critical ingredients in a process aimed at establishing long range community development objectives and directing day-to-day change toward the accomplishment of these objectives. Zoning has been in place in the Village of Trumansburg for many years; subdivision control is a new and extremely useful tool for the Planning Board.

The report consists of five sections. Following this introduction is section two which briefly describes land use and traffic conditions in the Village in 1991. Section two also contains an analysis of Village

population and a projection for the year 2010. Section three presents twelve development policy issues and sets forth the Planning Board's recommendations on these issues. In section four the proposed land use plan is described. The committee believes this plan is a valid physical representation of the land use policies that are presented in section three. The final section contains recommendations for density changes and revised district boundaries that would be included in an amended zoning law. These amendments will bring zoning more closely into line with plan proposals and will help achieve planning policy.

A drawing illustrating the future land use recommendations for the Village is included at the end of this report. A revised zoning map that illustrates proposed new district boundaries is also included. Other maps used in the preparation of this general plan update have been presented as background work maps to the Village Planning Board.

It is hoped that this updated plan will be adopted and used by the Village Planning Board as a guide for future deliberations, decisions and recommendations. The plan should also be helpful to the Village Board as it establishes spending priorities, discusses future annexation petitions and considers whether or not to enact proposed zoning amendments.

This general plan update has the potential of being more than an independent Planning Board project. Its ultimate value depends on the way in which guiding principles expressed herein are used and the extent to which its major proposals are incorporated into the day-to-day decisions made by Village officials.

II. CURRENT CONDITIONS

LAND USE. An important part of the 1991 general plan update was a detailed recording of the use of existing land in Trumansburg and the adjacent parts of the Town of Ulysses. A land use survey was made by one of the Planning Board members; others were responsible for obtaining information on traffic movement, utility systems and natural features.

In a small community such as Trumansburg, patterns of land use do not change rapidly. The Village's physical structure was in place decades ago as the 1866 map on the following page indicates. The basic street system was already defined 125 years ago and many of today's residential and commercial areas had been established by then. Change in the physical structure of the Village consists of expansions outward from a core that has remained largely unchanged for well over 100 years. New streets have been added; farmland has been converted to residential neighborhoods; corporate boundaries have been modified.

While the physical structure has enlarged over the years from a core that has remained relatively unchanged, the economic mix of land uses has varied considerably. Compare business activity in the Village today with a passage from the History of Trumansburg 1890:

"Trumansburg to-day is one of the most beautiful inland villages in the state; it's business portion built almost entirely of brick, it's dwellings neat, tasty and homelike, surrounded by beautifully kept lawns and well cultivated gardens, its streets bordered with elms and maples, it's sidewalks are of blue flag stones, and as this is being written, measures are on foot to Macadamize the principal thoroughfares. Of manufacturing there is but little; it does not possess advantages for heavy manufacturing, but for specialties no better location could be desired; rents are cheap and taxes low.

As a mercantile centre few towns of its size sell the amount of goods of all kinds. Surrounded by a densely populated country which must be supplied with dry goods, groceries, etc., competition has forced prices down where it ceases to be an object for buyers to seek other markets. There are 121 businesses houses in Trumansburg divided as follows: Dry goods and groceries 5, groceries 8, clothing 2, drugs 3, books and stationery 1, jewelry 2, flower and feed 2, hotels 2, licensed saloons 2, unlicensed saloons and restaurants 4, bakers 2, millinery 3, blacksmiths 5, machine shops 2, flower mills 2, harness shops 2, hardware 2, marble works 1, furniture 3, undertakers 3, newspapers 3, dentists 2, doctors 6, lawyers 4, clergymen 6, veterinary surgeon 1, tobacco store 1, shoe shops 4, livery stables 3, wagon shops 3, paint and trimming shops 4, meat markets 3, barbers 3, photographers 2, banks 2, green houses 2, coal yards 2, tin shops 1, egg buyer and shipper 1, express offices 2, Wester Union Telegraph 1, public and several private telephone lines, a private telegraph line with several offices in town and one at Frontenack Beach, a wagon express line to Ithaca, Engine Co., Hose Co., Protective Police, billiards 2, dressmaking 4, gun and repair shop 1, cooper shop 1, wood working mills 2, also a Lodge and Chapter of F.&A.M.. Lodge and Encampment I.O.of O.F., a G.A.R. Post,

and W.R.C., and other social and benevolent societies, 5 churches, a Union School and Academy. The above does not include individual mechanics or artisans who have no businesses places other than their homes.

Since the preceding chapters were put in type the shoe factory of Dake & Hamilton has been closed; no other business changes have taken place. Such is Trumansburg of to-day (1890), a beautiful, quiet peaceful village. We have no great wealth, no abject poverty, it's people happy and contented in the possession of a comfortable home and beautiful surroundings."

One hundred years ago consumer and service markets were oriented to the times, the influence of the automobile had not been felt and the Village was more self-sufficient than it is today. Those conditions were strongly reflected in the broad mix of business activities located in a community of only 1,211 persons.

In the fifteen years since the 1977 plan was prepared, land use patterns have not changed to a great extent although several significant changes have taken place. A small concentration of homes resulted from the Larchmont Drive/Tamarac Lane subdivision in the southern portion of the Village and a scattering of new houses has been built elsewhere in the Village. A successful concentration of senior citizen housing has been constructed on interior land located between Gregg and Elm Streets.

The commercial core remains on Main Street and has not been extended any direction. This static condition is due, in part, to a lack of available space for commercial development in the traditional downtown area. In this regard, one major land use change occurred in 1990 when a grocery store owner, needing more space and unable to find it downtown, relocated to a new facility on Route 96, east of the Village boundary.

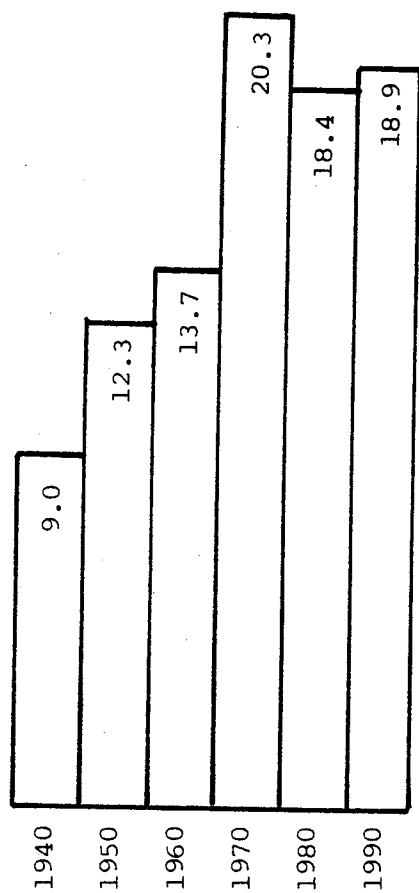
Extensive areas of undeveloped land remain in the Village both north and south of East Main Street. Much of the vacant land south of Main Street consists of large backland parcels with limited access from existing streets. North of Main Street, vacant parcels are located between Cayuga Street and East Seneca Road. Most of these parcels are quite large and have long street frontage. Soils are wet in much of the vacant land east and west of Prospect Street. There has been little change in these areas since the 1977 plan and, in view of the other potential building sites available in the Village, little change is expected in the future.

POPULATION ANALYSIS.

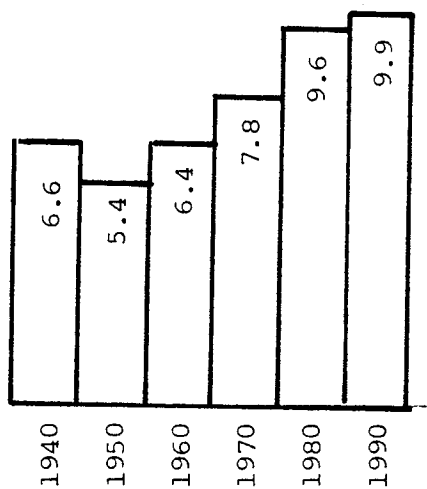
HISTORY: TOWN AND VILLAGE

In the 40 year period from 1950 to 1990, the Village of Trumansburg has increased in population by 112 people. From a high point of 1,803 people in 1970, the Village began a two-decade decline in population, losing 81 people during the '70's and another 111 residents in the '80's. The decade of the '70's ended a fifty year period of population growth in Trumansburg and this decline accelerated during the '90's. These trends are shown in Tables 1 and 2.

Figure 1: Population "Share" Diagrams 1940 - 1990



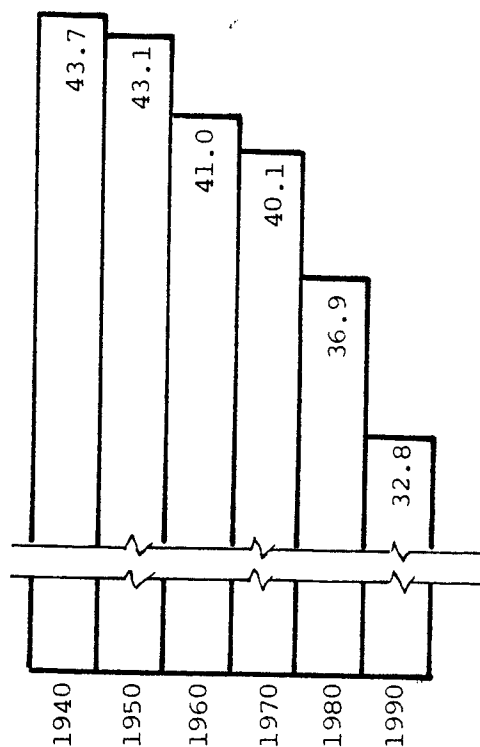
TOWN OF ITHACA
AS A % OF TOMPKINS COUNTY



TOWN OF LANSING
AS A % OF TOMPKINS COUNTY



TOWN OF ULYSSES
AS A % OF TOMPKINS COUNTY



VILLAGE OF TRUMANSBURG
AS A % OF THE TOWN OF ULYSSES

Table 1: Population - Village of Trumansburg, 1880 through 1990

Year	1880	1890	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990
Pop.	1376	1211	1225	1188	1011	1077	1130	1499	1768	1803	1722	1611

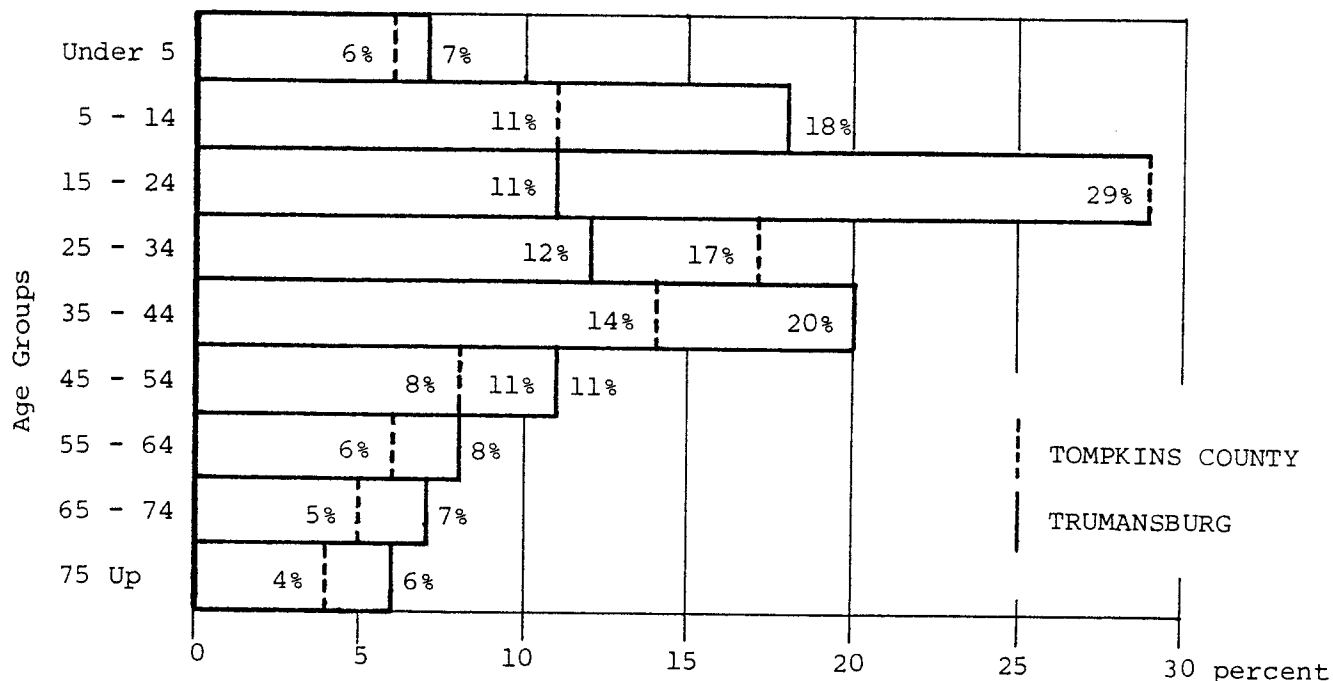
Source: U.S.Census of Population

During the same 40 year period, the Town of Ulysses grew consistently but not dramatically. In 1990 there were 599 more people living in the Town (including the Village) that there were in 1950. Interestingly, Village population, as a percentage of the total Town's population, declined from 41.0 percent in 1950 to 32.8 percent in 1990. The decline in the Village's "share" of total Town population accelerated in the '70's and '80's when the Village lost population. (See Table 3 and Figure 1.)

Distribution of the population by age groups illustrates what is happening to the Village population. Figure 2 shows a comparison between Trumansburg and Tompkins County. There are only a few age groups where the Village and County are somewhat comparable. The greatest disparity lies in the 15 to 24 year old age group. In the county as a whole 29 percent of the population falls in this age group but in Trumansburg only 11 percent of the population is in this group.

Trumansburg has a considerably greater percentage (18%) of its population in the 5 to 14 age group than does Tompkins County (11%). In the 25 to 34 year old age group the Village again falls short at 12 percent compared to the County's 17%. On the other hand, the Village fares considerably better than the County in both the 35 to 44 and 45 to 54 year old age groups. The concentration of senior citizens in the Juniper Manor complex shows up in the 65 to 74 and 75 and older age groups. The Village has a higher percentage of its population in both these age groups than does the County.

Figure 2: Distribution of Population by Age Group - 1990



The 1990 Census clearly shows that younger people--those between the ages of 15 and 35--are deciding, for whatever reason, not to stay in Trumansburg. It will be interesting to see if the relatively large percentage of current school age children--those between the ages of 5 and 15--also decide to leave when they finish school and grow older. If so, this could be a cause of some concern for Village officials

On the positive side, the strong showing in the 35 to 54 year old age group indicates that the Village is an attractive place for adults in their prime income-earning years.

The 1990 census indicated that there were 634 occupied housing units in the Village, 68 percent of which were owner occupied. Dividing the Village population of 1611 by the occupied housing units results in an average household size of 2.54 persons per housing unit. Average household size for the Town of Ulysses, minus the Village, was 2.66 persons; for Tompkins County as a whole there were 2.82 persons per household.

PROJECTIONS

Population projections in a community with a relatively small number of residents is somewhat speculative. Projections are particularly troublesome in a period of population decline when there is no way of knowing when the decline will end. Even so, it is useful in the planning process to consider the magnitude of growth, or decline, that might take place in the community within a reasonable time frame. While it is probably not necessary to investigate factors like births, deaths and migration in a small community such as Trumansburg, a modified extrapolation of trends can be used to provide an indication of what the future might hold in terms of the total number of people living in the Village. Population projections can also provide a way to evaluate the extent of physical land use changes that might reasonably be expected in the next two decades.

In projecting population for the Village, assumptions must be made about several variables. For purposes of this projection it is assumed that:

1. The economy of Tompkins County will eventually continue to expand, creating more jobs; most of the resulting population growth will take place closer to the City of Ithaca, in Lansing and in the Ithaca/Dryden corridor.
2. Barring any significant annexations, the Village of Trumansburg will have between a 30 and 35 percent "share" of the total Town population.

Figure 3 shows a modified straight-line projection of population for the Town and Village for the years 2000 and 2010. A narrow range of projections is shown. To achieve one end of the range, the percentage decrease from 1980 to 1990 was projected to the year 2010. This resulted in a population estimate for the Village of approximately 1,525 in the year 2000 and 1,400 in the year 2010. That is, the Village population will decrease by 211 over the next twenty years.

Table 2: Numerical and Percentage Population Changes by Decade from 1950 to 1990 for Tompkins County, Towns of Ulysses, Ithaca and Lansing and the Villages of Trumansburg and Dryden.

	1940	1950	CHANGE		1960	CHANGE		1970	CHANGE	
			#	%		#	%		#	%
TOMPKINS COUNTY	42340	59122	16782	39.0	66164	7042	11.9	76879	10715	16.2
TOWN OF ULYSSES	2584	3474	890	34.4	4307	833	24.0	4500	193	4.5
TOWN OF ITHACA	3821	7282	3461	90.6	9072	1790	24.6	15620	6548	72.2
TOWN OF LANSING	2786	3195	409	14.7	4221	1026	32.1	5972	1751	41.5
VILL. OF DRYDEN	747	976	229	30.7	1263	287	29.4	1490	227	18.0
VILL. OF TBURG	1130	1499	369	32.7	1768	269	17.9	1803	35	2.0

Table 1: (Continued)

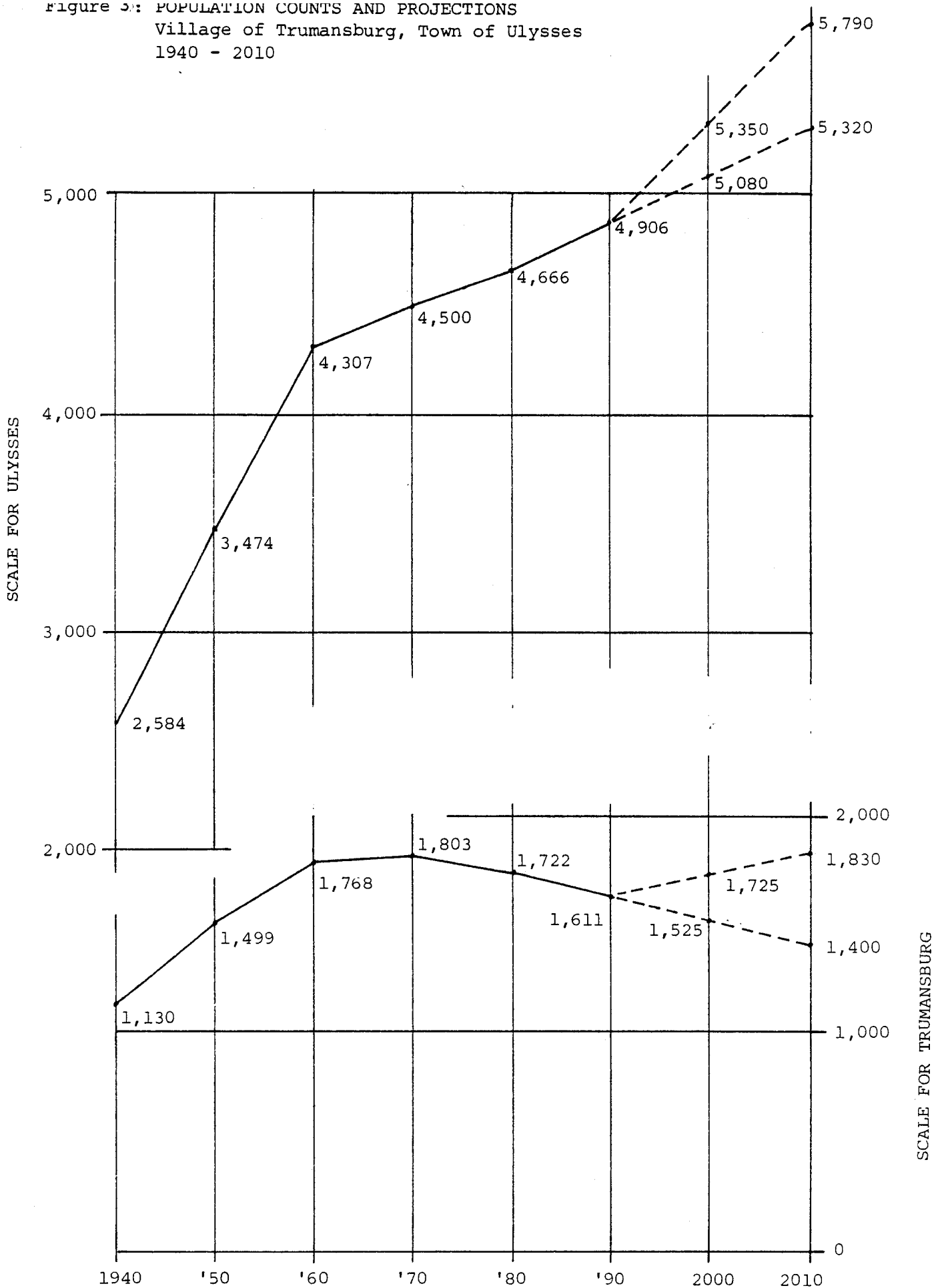
	1980	CHANGE		1990	CHANGE	
		#	%		#	%
TOMPKINS COUNTY	87085	10206	13.3	94095	7010	8.0
TOWN OF ULYSSES	4666	166	3.7	4906	240	5.1
TOWN OF ITHACA	16022	402	2.6	17797	1775	11.1
TOWN OF LANSING	8317	2345	39.3	9296	979	11.9
VILL. OF DRYDEN	1761	271	18.2	1908	147	8.3
VILL. TBURG	1722	-81	-4.5	1611	111	-6.4

Table 3: Towns of Ulysses, Ithaca and Lansing as Percentage of Tompkins County; Village of Trumansburg as a Percentage of Tompkins County and Town of Ulysses 1940 - 1990.

YEAR	TOMPKINS COUNTY	TOWN ULYSSES	% TC*	TOWN ITHACA	% TC	TOWN LANSING	% TC	VILL. TBURG	% TC	% TU**
1940	42,340	2,584	6.1	3,821	9.0	2,786	6.6	1,130	2.7	43.7
1950	59,122	3,474	5.9	7,282	12.3	3,195	5.4	1,499	2.5	43.1
1960	66,164	4,307	6.5	9,072	13.7	4,221	6.4	1,768	2.7	41.0
1970	76,879	4,500	5.9	15,620	20.3	5,972	7.8	1,803	2.3	40.1
1980	87,085	4,666	5.4	16,022	18.4	8,317	9.6	1,722	2.0	36.9
1990	94,097	4,906	5.2	17,797	18.9	9,296	9.9	1,611	1.7	32.8

*TC = Tompkins County **TU = Town of Ulysses

Figure 3: POPULATION COUNTS AND PROJECTIONS
 Village of Trumansburg, Town of Ulysses
 1940 - 2010



The high end of the range was achieved by extending a line connecting the 1940 and the 1990 counts (50 year span) for two decades. This resulted in possible populations of 1,725 in the year 2000 and 1,830 in 2010, a 219 person increase. Similar projections for the total Town of Ulysses are also shown in Figure 3.

If the second assumption, above, related to Village population as a percentage of the total Town population, is applied to estimates for the Town, a somewhat higher count results for the Village. Thirty three percent of Town projections for the next two decades would be as follows:

Low-range for 2000 x 33% (5,080 x 33%) = 1,676
High-range for 2000 x 33% (5,350 x 33%) = 1,766

Low-range for 2010 x 33% (5,320 x 33%) = 1,756
High-range for 2010 x 33% (5,790 x 33%) = 1,911

CONCLUSIONS

It must be remembered that the Village's population change between 1940 and 1990 (50-year time span) was 481 and in two of those 5 decades, the 1980's and '90's, the Village actually declined by 192 persons. In such a changeable situation long range projections must be considered to be extremely speculative.

Based on trends, and considering all the variables that affect the end results, it is reasonable to believe that the Village of Trumansburg will have a population somewhere between 1,550 and 1,700 in the year 2000. By the year 2010, a Village population of somewhere between 1,500 and 1,800 can be expected. This very broad range of possible population changes must be considered, primarily because of the declining trend of the past two decades.

TRAFFIC. There are approximately eleven miles of streets in the Village. With the exception of Larchmont Drive, all streets are well maintained and in good condition. Several new streets have been added to the Village's inventory since the 1977 plan was prepared. Tamarac Lane and Larchmont Drive were built in the southern part of the Village, connecting South Street and Pennsylvania Avenue and opening up vacant land in this area. On the north side of the Village a short cul-de-sac, Sunrise Terrace, extends eastward from the intersection of Congress and Strowbridge Streets. new streets were built as parts of land subdivision projects and have created new building lots and opportunities for residential development.

South Street Extension and Page Street, both dead-ends on the north side of East Main Street, have been eliminated as Village street. The balance of the Village street system has been in place for many years.

Traffic volume on the main streets of the Village has increased over the years. New York State's Department of Transportation makes periodic counts on state routes and the following table illustrates changes that have occurred in Trumansburg and in the Town of Ulysses..

Route 96Traffic Count/Year

Perry City Rd. to Halseyville Rd.	5300/66	4550/80	6000/89
Halseyville Rd. to Route 227	4800/67	5700/83	7950/89
Rt. 227 to Seneca County line	4350/65	3600/80	6300/90

Route 227

County line to Searsburg Rd.	800/64	980/79	1700/90
Searsburg Road to Route 96	1650/67	1150/82	2750/88

As can be seen, there are a few instances where traffic counts made in the 1960's are actually lower than those made in the early '80's. This apparent aberration could have been caused by unusual circumstances at the time of the counts or by malfunctioning equipment. Considering the consistent and sometimes dramatic increases in traffic during the decade of the '80's, any decline in volume from the 1960's to the early '80's seems unlikely.

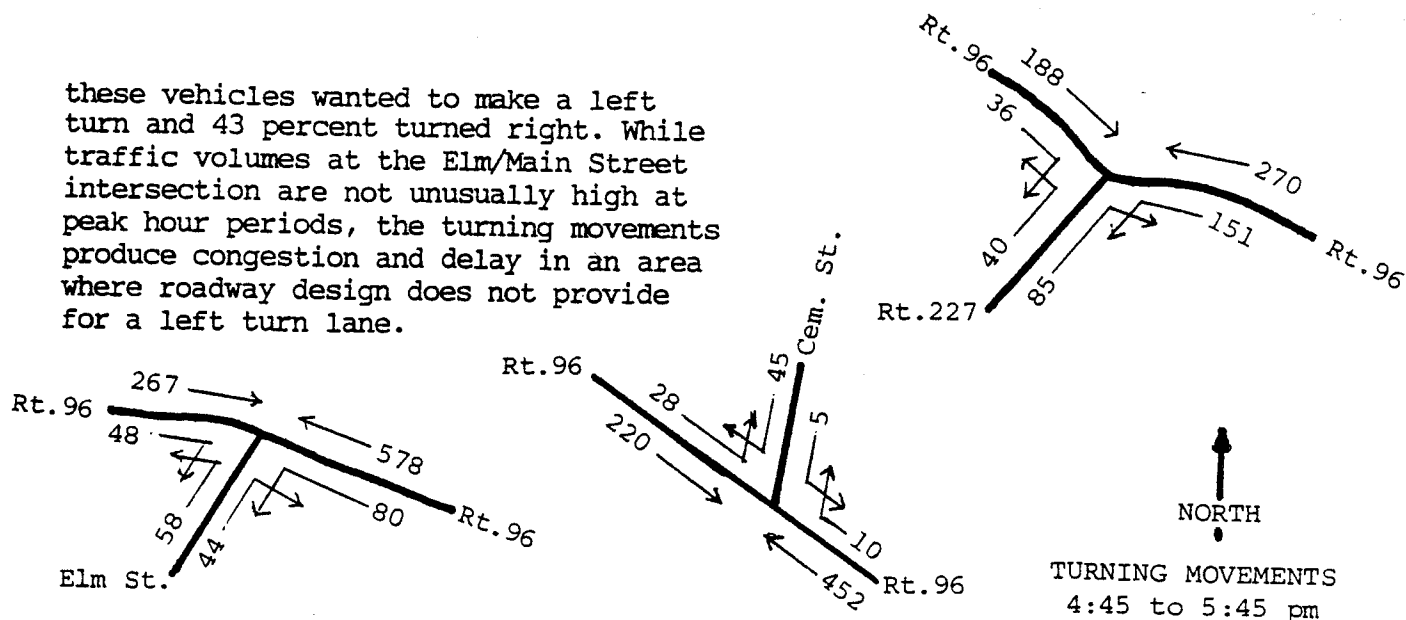
In any case, it is clear that Route 96 carries relatively high volumes of traffic as it passes through the Village. It appears that East Main Street carries considerably more traffic than West Main Street, probably due to the impact of Route 227. It is probable that the number of vehicles using Main Street will increase in the future. Any consideration of a by-pass for through traffic is remote, given current State policy and the relative ease with which traffic is able to move through the Village under current conditions.

Traffic congestion in Trumansburg is confined largely to movement on Main Street (Rt.96). At times there is a fairly steady flow of traffic along Main Street and there are no traffic signals that would allow for controlled interruptions of the traffic stream. Parking along both sides of Main Street is important for downtown businesses but also reduces the efficiency of the street as a through traffic carrier. Through traffic must contend with turning movements at six intersections--Cemetery Street, Lake Street, Union Street, South Street, Elm Street and Hector Street (Rt.227)--that connect Main Street with the Village's residential neighborhoods. In addition, the entrance road to the school complex is a point of significant congestion during the school year.

To more precisely analyze traffic movement on Main Street, turning movement counts were made at several key intersections: Rt.96/Rt.227; Rt.96/Elm St.; and Rt.96/Cemetery St. The peak hour for traffic at these intersections was found to occur during the work-to-home driving period in the afternoon, approximately 4:45 to 5:45 pm. Turning movement diagrams on the following page illustrate turning movements at the three intersections analyzed during this P.M. peak hour period.

The Elm Street intersection with Route 96 carries the heaviest peak hour traffic. This is due, in part, to the attraction of the Post Office located on Elm Street. On the day counts were made, a Wednesday in July, over 15 percent of the northbound traffic on Rt.96 made a left turn onto Elm Street; 18 percent of southbound traffic on Rt.96 turned right at the Elm Street intersection. During the peak hour period, 102 vehicles were northbound on Elm Street. At the Main Street intersection, 57 percent of

these vehicles wanted to make a left turn and 43 percent turned right. While traffic volumes at the Elm/Main Street intersection are not unusually high at peak hour periods, the turning movements produce congestion and delay in an area where roadway design does not provide for a left turn lane.



Over one-third of the vehicles northbound on Rt. 96 wish to turn left at the Rt. 227 intersection. Rt. 96 is wider at this point and through traffic is able to pass a vehicle waiting to turn left. Thus, while more left turns are made at Rt. 227 than at Elm Street, the congestion and delay is greater at Elm Street where any turning movement produces traffic delay.

Left turns at the Rt. 96/Cemetery Street intersection are also the cause of some delay at peak hour periods. About 11 percent of southbound traffic on Rt. 96 wishes to turn left onto Cemetery Street. In order to do this, drivers must wait for a break in the relatively steady stream of traffic coming from the south on Rt. 96.

Excessive pavement width at the Union Street intersection with Rt. 96 produces a confused traffic pattern in the heart of the Village's business district. The intersection is poorly defined and it is not clear to drivers at which point turns should be made. This is particularly true for southbound traffic on Rt. 96 wishing to turn onto Union Street. Drivers on Union Street must come well out into the intersection before they can see if it is safe to turn either direction onto Main Street. Some redesign of this intersection, and traffic modifications at Elm Street, would improve traffic flow and safety on the major traffic carrier in the Village.

NATURAL FEATURES. Trumansburg Creek traverses the Village from west to east on its route to Cayuga Lake. Just south of the Village, Taughannock Creek also flows down the escarpment to the lake. Over time, both these creeks have eroded substantial gorges, the most notable being the spectacular plunge of the creek over Taughannock Falls.

Trumansburg Creek passes behind Main Street businesses in the center of the business district. As it flows between Cayuga Street and Main Street, the creek creates a steep-sided natural feature that is in sharp contrast with the urban development patterns of the Village. Under normal runoff conditions water flow in Trumansburg Creek is not high. However, heavy rainfall in the upstream drainage area of Trumansburg Creek, and its large tributary, Boardman Creek, can produce periods of significant flows through the Village. This potential for high, fast water seriously limits development potential or extensive public use of the creek valley.

A grove of trees on private property at the intersection of Camp and South Streets is another attractive natural feature in the Village. This grove has been the focal point of a quiet residential street for many years. If future development in this area occurs care should be taken to retain as many of these trees as possible.

Two natural features of note lie just outside Village boundaries to the southeast. Smith Woods, a 32 acre heavily wooded area bounded by Rt.96, Cemetery Street and Jacksonville Road, is a unique old-growth preserve that is prevented by covenant from any type of development. Smith Woods has over 1,000 feet of frontage on Rt.96. It is directly across the highway from the fairgrounds, another area of major tree growth and very limited development. Smith Woods and the fairgrounds create an extremely attractive and sharply defined natural gateway to the more intensively developed Village of Trumansburg. These two features also provide an effective physical interruption in the development patterns along Rt.96

Taughannock Creek lies less than 1/2 mile south of the Village boundary. This natural feature is most visible from Rabbit Run Road and Taughannock Park Road. The banks of Taughannock Creek are owned by the State of New York for a distance of about 4,000 feet upstream from the Rt.96 bridge and downstream to Cayuga Lake. The creek could provide limited trail opportunities with possible connections through the fairgrounds and high school properties to the Village center.

UTILITIES. Trumansburg provides the public water and sewage disposal services that are necessary to support urban development. Water is taken from Cayuga Lake and pumped from Frontenac Point. Wells that were formerly used as a supplemental water source, have now been abandoned. Pressure for the system, and an emergency supply, are provided by a tank located at the corner of Hector and Halsey Streets.

Water is provided throughout the Village and to the mobile home park on West Seneca Road. Limited service is also available south of the Village along Waterburg Road as far as a well site on the Hoffmire Farm. There is a limited amount of unused capacity available in the Village system.

The Village sewage treatment plant is located between Lake Street and Trumansburg Creek at the end of King Street. An average of 155,000 gallons of sewage is treated daily at the plant which has a rated capacity of 175,000 gallons per day. With the exception of an area in the northeast corner, between Prospect Street and the Village boundary, all land in the Village has public sewers available. With the notable exception of a 12 inch main that extends to the mobile home park on West Seneca Road, the Village has not provided sewer service outside its boundaries.

Both water and sewer systems are reported to be in good operating condition, with repairs and improvements made as necessary. A recent analysis of the sewer system indicated that the treatment capacity could be substantially expanded for about \$100,000. At present, Village officials do not foresee the need to greatly expand the system.

III. PLANNING POLICY

An effective planning program for Trumansburg will contain a written statement of objectives and policy on the social, economic, physical and environmental aspects of community life that are affected, one way or another, by actions of local government.

In effect, planning and development policy provides an outline of the community's attitude about its future: its concern about such things as the natural and man-made environment, housing, traffic, commerce, industry and, in general, the nature and extent of future growth and long-range change in the use of land. Policy should reflect current public opinion and community concern. Policy should also be aimed at producing future change when this is believed to be necessary. Most important, policy should provide a consistent rationale for day-to-day deliberations and actions of the Planning Board and other governmental agencies that, over time, can help achieve long-range objectives of the General Plan.

After discussion of alternatives, and many revisions of the text, the Planning Board recommends the following planning policies as a framework within which the land use plan for Trumansburg has been formulated.

1. **GROWTH.** U.S.Census figures indicate that Trumansburg's population has been declining somewhat since 1970. The Village hopes to reverse this trend; it believes that a moderate amount of growth in and around the urban core can be beneficial. New growth should be encouraged as long as the quality of life, and the efficiency of providing basic governmental services can be maintained or improved. Village land use regulations will be modified as appropriate to reflect this belief.
2. **ANNEXATION.** There is a limited amount of developable land in the Village. To promote future growth, annexation of adjacent areas of the Town will be favorably considered when such areas have development potential and annexation would be consistent with, and help promote, the Village's long-range land use plan.
3. **UTILITY EXTENSIONS.** Annexation will, generally, be a prerequisite for extension of Village water and sewer services. However, where adjacent town land can be efficiently provided with water, sewer and other necessary municipal services, the Village may provide such services when capacity is adequate and appropriate utility districts have been created.

4. **TAX BASE.** In spite of a limited amount of available land, the Village wants to enhance opportunities to expand the tax base. Infilling of existing vacant lots for both residential and nonresidential development will be supported and encouraged when such development would be compatible with the character of the surrounding area.
5. **ECONOMIC DEVELOPMENT.** The Village wishes to increase opportunities for local employment. Expansion of existing businesses in the Village will be supported whenever possible. Continued efforts to identify suitable sites and attract additional job-producing business and industry will be a top priority.
6. **HOUSING.** The Village will support the continued development of attractive residential neighborhoods that provide a choice of housing accommodations. Construction on vacant parcels that front on existing residential streets will be encouraged as will the appropriate conversion of existing larger homes into well-planned smaller dwelling units when all applicable building codes can be complied with. Areas of higher density development will be considered when a need for such density can be demonstrated.
7. **RECREATION AND NATURAL FEATURES.** A variety of public outdoor recreation facilities is important to the quality of life of all age groups in Trumansburg. The Village intends to use available regulatory techniques to enlarge, improve or increase recreation facilities. Wetlands, floodable area, steep slopes and natural features, such as Trumansurg Creek, will be identified and protected from environmentally incompatible or destructive land use activities.
8. **PARKING AND TRAFFIC.** The Village believes that major modification of the highway system is unwarranted and could have a negative impact on local business. Through traffic will be restricted to existing State routes and efforts will be made to improve the efficiency and safety of these through routes by measures such as

the better design of intersections, defining and controlling curb cuts and restricting cross-traffic turns when possible. The Village will seek State assistance to upgrade Main Street in the business center. Curb-side parking on Main Street will be retained when it is safe to do so and the potential for additional public and private off-street parking facilities in and around the downtown area will be investigated.

9. **PUBLIC TRANSIT.** The availability of public transit to regional employment centers is an important economic benefit to Village of Trumansburg residents. The Village will support continuation and enhancement of County public transit programs and will promote the establishment of additional Park & Ride parking lots in and adjacent to the community.
10. **COMMUNITY CENTER.** The Village wishes to maintain its downtown area as an important center for business activity and social interaction. Support will be given to programs and proposals that can strengthen this community center and improve its attractiveness and effectiveness.
11. **HISTORIC PRESERVATION.** The historic aspects of selected Village buildings and spaces provide important connections to, and continuity with, earlier periods of community life and activity. The Village feels that these connections should not be lost as change, and new development, takes place. Regulations and support measures needed to preserve and restore important historic resources will be explored and enacted as appropriate.
12. **COMMUNITY CHARACTER.** Trumansburg is well known for the desirable qualities that are identified with life in a small community in a rural setting. The positive aspects of this character will be promoted and preserved as change occurs over time. Public and private actions that would diminish the rural-village character of this community will be discouraged. Tree planting and other forms of landscaping and beautification efforts will be encouraged and supported in all areas of the community.

IV. PROPOSED FUTURE LAND USE AND STREET SYSTEM

In addition to a clear and comprehensive statement of planning policies for Trumansburg, the master plan also contains a number of specific land use proposals which attempt to translate policy into two dimensional terms. Planning policy in the absence of some specific land use proposals is only half a measure; land use proposals with no basis in policy are on a shaky foundation. The function of the master plan is to provide both.

Ten development considerations are illustrated on the long-range master plan map. In general, the land use classification given to each area refers to the overall characteristics that are believed to be appropriate rather than to the detailed use of each parcel. The intent is to consider what would be the most desirable and realistic use of each area of the Village some twenty years hence. Existing conditions are important but are not the only factors to be considered in planning community development.

It should be kept in mind that these are general land use proposals. They can, and should be modified when conditions warrant. That is not to say that the plan has little meaning. Rather, it should be viewed as a document that can respond to changing needs and attitudes over time.

A. LAND USE CATEGORIES

1. TRADITIONAL VILLAGE DEVELOPMENT (TVD). These areas are the older residential section of the Village. They contain primarily single family housing on separate lots. There is a variety of lot sizes and shapes and this creates much of the neighborhood interest. The overall visual character in these areas is that of a medium to high density assemblage of older single family homes. There might also be a limited number of multi-family houses or nonresidential uses in Traditional Village Development areas.

Large concentrations of Traditional Village Development are shown on the plan. Most of these areas exist at present. One large concentration is the area surrounding McLallen, Seneca, and Strowbridge Streets. This area also extends to the east along Cayuga Street to King Street. A second concentration of TVD is located between Hector and Elm Streets from Trumansburg Creek to Halsey Street. This area extends to the east along Whig Street. Land flanking Main Street, and east of the Village center, is also developed and designated as TVD on the plan. In all of these TVD areas little change is anticipated or desired. Relatively dense housing is the preferred land use, as at present, but multiple family housing could also be appropriate in some locations.

2. NEW VILLAGE DEVELOPMENT (NVD). Scattered residential development or more recent housing areas that also contain primarily single family homes on individual lots. Large areas of vacant land with development potential also characterize this land use category.

Reflecting Village zoning regulations, NVD lots tend to be more uniform in size and shape, and are often larger than an average lot in the Traditional Village Development area. Occasional mixed uses, such as multiple family housing, might be appropriate in some locations but zoning should be used to regulate such development. Residential clustering could be employed successfully to preserve open space in some environmentally sensitive areas.

Three NVD areas are shown on the master plan map. These can be considered the "next ring" of development outward from the Village center, separated from the center by Traditional Village Development areas. Large undeveloped parcels south of Camp Street and fronting on South Street and Pennsylvania Avenue is a primary area proposed for New Residential Development. Other areas with development potential are located north and east of the Village center along Prospect, King, Lake and Cemetery Streets, and along the western boundary of the Village between Hector Street and East Seneca Road.

Several areas of New Village Development that are outside Village boundaries are also shown on the map. These areas are, of course, in the Town of Ulysses and beyond the Village's planning and zoning jurisdiction. They are shown because they represent logical extensions of the future land uses proposed for Village land. These peripheral areas provide context and continuity for Village land use planning. As change occurs, development on one side of the boundary will be, hopefully, compatible with development on the other side. Collaborative efforts between the Village and Town Planning Boards would help to assure this compatibility.

Additional discussion of potential residential development outside Village boundaries is included below in PERIPHERAL AREAS.

3. **RETAIL SALES AND PERSONAL SERVICE** (RPS). These areas indicate the location of typical shopping, eating, entertainment and personal service activities. Administrative and professional offices would also be found here. Housing is often located in RPS areas but primarily on upper floors.

The main focus of retail commercial and professional office development has not changed much over the years and is still concentrated on Main Street between Hector and Elm Streets. This has been the historic commercial center of Trumansburg and it should be sustained in the future. A lack of land for new or expanded retail development, and for off-street parking, is, however, creating some pressure for decentralization.

Retention and strengthening of the Village commercial center is proposed. The master plan map indicates a continuous strip of commercial land use along the south side of Main Street between South Street and Gregg Street, as at present. It is also proposed to extend this strip to the west, including land presently used by the Village's Department of Public Works and moving public works to a less valuable location.

On the north side of Main Street commercial development is proposed to occupy much the same area as at present. Emphasis should be placed on clarifying and simplifying the intersection at Union Street and upgrading commercial development in this area.

An area of RPS is shown reflecting the new market east of Smith Woods. This area is outside the Village but is indicative of the impact of expansion limitations in the downtown area. Additional discussion of potential commercial development outside Village boundaries is included below in PERIPHERAL AREAS.

Additional off-street parking is considered essential to the future viability of the downtown area. While this is not easy to come by, special attention to this need must be given by Village officials and downtown merchants and property owners. A more detailed investigation should be made of downtown parking in general, including the open area between Trumansburg Creek and the buildings on the south side of Main Street. Additional parking potential near the Village's public works facility should also be examined, particularly if any effort is made to relocate this municipal service operation to a less prominent site.

4. **HEAVY COMMERCIAL AND SERVICE** (HCS). This land use category is proposed to accommodate a heavier type of commercial activity such as auto sales and repair, gas stations, lumber yards, printing shops, drive-ins, etc.--uses that are not generally compatible with most central business retail activities and probably shouldn't be included in any residential areas. Some of the RPS commercial activities could be located in Heavy Commercial and Service areas but the reverse is generally not desirable.

Three areas within the Village are shown as heavy commercial and service. One is located south of Cayuga Street in the Trumansburg Creek valley. Another is on the south side of East Main Street next to the Fairgrounds and the third is on the west side of Cemetery Street. All of these areas are currently used and well established as HCS areas and are currently zoned for this use.

Other heavy commercial and service areas are shown outside Village boundaries. Both are along Route 96 on each side of the Village. Some heavy commercial and service uses already exists in these areas and additional limited development is indicated on the plan as being appropriate.

5. **INDUSTRY** (IND). Industrial areas contain land uses related to light manufacturing, fabrication, processing, warehousing, public utilities, and similar activities that could have impacts that are often not compatible with conditions in residential and commercial areas. When these types of land uses are found in isolated locations within a residential neighborhood, as they occasionally are, they would be continued but need not be acknowledged on the master plan as an isolated use.

One area is proposed for industrial purposes within the Village. This area is located in the northeast corner along the NYSEG right-of-way line. The plan shows this area extending to the east along East Seneca Road into the Town of Ulysses. This large area on the edge of the Village is relatively flat and accessible from a number of directions with good access to both Routes 89 and 96.

This area is envisioned as being a suitable location only for those industries that do not use heavy machinery or require large scale transportation services. Also, such industries would likely be those that employ a relatively small number of workers. Because of these anticipated and desired developmental characteristics, the area proposed for industrial use can be expected create only minor traffic and noise impacts on Village neighborhoods. It can be argued that the value of developing local employment opportunities would, in the long run, offset any minimal disruptions that might occur.

A second industrial area is shown on the master plan map, located outside the Village on the north side of Route 96, southeast of Smith Woods. This area is now bounded on both sides by commercial development and some form of light industrial use would be appropriate. While the plan indicates only a limited area of industrial development southeast of the Village, it is possible to imagine that much of the land stretching between Route 96 and Jacksonville Road might eventually be provided with utilities and used for this purpose.

6. INSTITUTIONAL (INS). Institutional uses shown on the master plan map refer to public and quasi-public activities in the Village. The most prominent of these is Trumansburg Central School which, combined with the Fairgrounds land, occupies an area of over 85 acres in, and immediately adjacent to the Village. Other institutional uses shown are public buildings, churches, nonprofit and civic organizations, public utilities and services and parking lots.

Other than the land uses and activities already existing in the Village, there are no specific proposals for additional institutional land.

7. RECREATION AND OPEN SPACE (ROS). The master plan proposes several small parks to provide limited recreation opportunities in the various neighborhoods and supplement the larger facilities available at the school. These neighborhood parks are envisioned as being one acre or less in size located so as to be easy and safe to walk to. They would provide nothing more elaborate than a mowed area for use by small children and several benches for parents and older residents interested in passive recreation. Maintenance would consist of mowing.

The proposed parks are shown in emerging neighborhoods in the New Village Development areas: two north of Cayuga Street, one between Pennsylvania Avenue and South Street and the third east of South Street. A fifth park is suggested for the neighborhood that might

develop between Salo Drive and West Main Street. Such parks can best be achieved over time as land subdivision occurs. The Planning Board should review subdivision proposals keeping in mind the need for small recreation areas. If land cannot be directly contributed by subdividers for park purposes, a park fee should be assessed for each lot in the subdivision to be placed in a special recreation fund. Money in this fund could be used to purchase land or make improvements to existing park space.

A conservation area/recreation trail is proposed along Trumansburg Creek. The creek is a potential natural attraction that has gone almost unnoticed as a positive element in community development. The stretch of Trumansburg Creek between Main Street and Cayuga Street presents an opportunity to become an appealing pedestrian way. If done properly, this area could become one of the more interesting recreation and open space facilities in the Village.

Because this section of creek is sometimes flooded, it is not suitable for permanent structures but use as an informal lineal park would be quite appropriate. Access to this area from Main Street and from the Union/Congress/Cayuga Street intersection should be secured and improved as necessary. It is not intended to make the footpath into anything more than a rustic trail along the creek. Minimal cutting and removal of brush would be needed on a periodic basis; a simple, hard-surfaced path three to five feet wide should be adequate. Crushed stone or soil cement would be appropriate for the path and no special lighting, benches or other improvements are envisioned.

Several other major public and private recreation and open space areas are shown on the master plan map, on the periphery of the Village. The golf course, Smith Woods and Grove Cemetery are the largest of these. The Rod and Gun Club and Searsburg Road Cemetery are smaller but equally effective land uses that will remain as open space in perpetuity. State owned land along Taughannock Creek, though not extensive, helps to protect the creek from intrusive development.

B. THE STREET NETWORK

Establishing a uniform classification for streets in the Village of Trumansburg, in accordance with the function that those streets are expected to fill, is proposed as a way to increase efficiency and minimize construction costs in the future. Streets that must fulfill traffic carrying functions for which they were not built are often sources of trouble and high maintenance cost in the future. On the other hand, streets that are over designed and over built for the work they have to do add unnecessarily to construction and maintenance costs.

At one end of the graduated scale of use, the minor street should have as its main function the provision of access to abutting property. Carrying traffic that is not directly related to the

service of adjacent land should be less important. Traffic volume should be minimal, there should be no through traffic and maximum speed should be as low as legally possible. People use minor streets to get from their driveways to a more active road in the system.

Minor streets can be found throughout the Village and are typified by Larchmont, Tamarac, Pease, Gregg, Camp, Whig, Prospect, McLallen, Seneca, Strowbridge and similar streets. Dead end streets such as Salo Drive are also considered minor streets.

At the other end of the scale is the major street which has the primary purpose of moving large quantities of traffic through the Village relatively quickly. Drivers use these heavy-duty streets to go to and from other communities or the surrounding region. They want a minimum of delay, interruption and conflict. Major streets have top priority for maintenance and services such as snow plowing. They are generally, but not always, State routes. In Trumansburg, Main Street, Hector Street and Searsburg Road would be major streets.

A third type of street, the collector street, falls in between the extremes on the functional classification scale. These streets are used to collect or disperse traffic as it moves back and forth between the major and minor streets. Carrying traffic and providing access to adjacent property are about equal functions. Delays, such as stop signs, do occur but are minimized. Pennsylvania Avenue, South Street, the Halsey/Elm combination, Cayuga, Lake and Congress Streets are examples of streets that, by use, can now be considered to be collectors.

Future Village streets indicated on the master plan map would be minor streets. While several such proposed streets are shown, it should be noted that they are intended to be only diagrammatic illustrations of a design objective. Unless the Village intends to build such streets itself, which is unlikely, their precise location usually cannot be determined in advance of land subdivision.

As development occurs, however, new streets will be needed and the master plan proposals should be used to guide the location of such streets. For example, it is the objective of the plan to ultimately provide one or more streets to serve vacant areas between Congress and King Streets. Proposed minor streets to gain access to these areas are shown on the master plan but their location is intended to be conceptual rather than specific. When and if any of these vacant parcels are subdivided in the future, the Planning Board should attempt to establish these minor street in appropriate locations that will assure future extensions and connections.

As stated above, the Halsey/Elm combination is now used as a collector street. The plan proposes a future design that will help to discourage short-cut traffic on these streets and return them to the minor street classification. This involves extending Halsey Street to the east with a possible connection to South Street. Elm Street would then have a "tee" intersection with Halsey and stop

signs would be used to interrupt traffic flow. This design would tend to lessen the convenience of using the Halsey/Elm connection as a short-cut. It could also reduce traffic on both Halsey and Elm and help to alleviate serious traffic congestion at the intersection of Elm Street and Route 96.

One proposed collector street is illustrated on the plan but it is outside the Village boundary. This street would provide a route through vacant parcels and connect Searsburg Road with Town Line Road, west of the Village. Minor streets would be extended from this collector to serve development in this part of the community.

C. UTILITIES

To achieve maximum efficiency in the future development of the large parcels of open land between Cayuga Street and East Seneca Road, public sewer services will have to be provided. The plan indicates that these areas should become primarily single family housing with some limited industrial development at the eastern boundary.

A capital improvements program to install sewer mains in this part of the Village should be established. This would nearly complete the public sewer system for all parts of the Village and would be an important procedure for implementing the master plan. Generally, new mains would be installed in Prospect and King Streets, carrying wastewater northward to East Seneca Road. A new main in East Seneca Road would carry wastewater eastward to a pumping station located in the vicinity of the East Seneca Road/Frontenack Road intersection, as shown on the master plan map. From this point a force main would deliver the flow to the treatment plant. In conjunction with the installation of new sewer mains, improvements should be made to the treatment plant to increase its capacity.

Clearly, the Village must determine if improvements to the sewer system, as envisioned in the long range master plan, are going to be economically feasible. A preliminary engineering study will be necessary to establish approximate costs and to determine the most equitable way to pay these costs. It would also be necessary to discuss with Town of Ulysses officials the benefits and shortcomings of extending sewers into this portion of the Town.

Other areas adjacent to the Village are also be considered as logical contenders for sewer service by the Village. These areas are described below under section D, Peripheral Areas. Village policy related to extension of utility services has been stated in Part III of this report. While annexation is generally desired in exchange for services, the Village may consider extending utilities without annexation when a mutually beneficial project can be established that will advance the land use and development objectives of the master plan.

D. PERIPHERAL AREAS

As can be seen, the plan illustrates future land use for several areas that are presently outside Village municipal boundaries. Such areas are not within the purview of the Village's master planning activities but are included to establish context for the Village. Recent events indicate that it is wise to have formulated some development concepts for peripheral areas, some of which could eventually be under consideration for annexation.

Two areas along Route 96, east and west of the Village, have relatively high future development potential. The area on the east side of the Village includes Smith Woods and extends as far as the paper street called Duddleston Road. West of the Village, the planning area extends essentially to the Seneca County line.

In terms of appropriate future land use, both of these peripheral areas have similar characteristics. Both are envisioned as mixed use development areas containing both businesses and housing. Neither of the commercial areas is envisioned in the plan as a major shopping complex--a replacement for downtown. Rather, such peripheral commercial areas should be limited in size with a total gross floor area in the 30 to 40 thousand square foot range. They should have controlled access directly from Route 96. Businesses should be concentrated in a central, compact location rather than spread out along the highway.

West of the Village, land next to the retail core, but set back from the highway, is proposed for residential development. To be in keeping with the existing visual character of the adjacent Village area, and anticipated future market demand, housing in this area should be developed at a density of 2 to 4 dwelling units per net acre of land. If preservation of open space through clustering is a possibility, this approach should be encouraged but the overall density should be maintained.

Land located southeast of the Village, along Rt. 96, as previously stated in land use categories 4 and 5 above, is proposed for light industrial as well as commercial purposes. If industrial development of this area does not materialize, it would also be suitable for housing developed in the same manner as recommended above for the area west of the Village.

As stated in land use category 5 above, an area at the northeast boundary of the Village has been suggested in the plan as an area of light industrial development. If job-creating industry is to be encouraged, as stated in development policy, this area is considered to be one of the most appropriate sites for this use. The triangle of land bounded by East Seneca Road, Cayuga Street/Frontenack Road and King Street is envisioned as a mixed use area of light industry and housing. Sewer service could be extended to this area, as described in section C above, making it an attractive location for future development that would expand the Village and Town tax base and provide additional employment opportunities for local residents.

V. IMPLEMENTING THE PLAN.

Proposals for future land use in the Village of Trumansburg, as presented in the preceding section of this report, represent the Planning Board's best judgement about how the Village might, or should, change over the next twenty to twenty five years. It is a plan aimed at guiding the Village into the 21st century in an orderly, efficient and attractive manner. There are several ways that such a plan can be realized, at least in part.

One of the most effective ways to achieve long-range planning objectives is the day-to-day review and regulation of development as it occurs. This is the responsibility of the Village Board, the Planning Board, the Zoning Board of Appeals and all public officials who review plans, issue building permits and otherwise have some influence over the way things happen in Trumansburg.

Fundamental to establishing a direction for the future will be the Village Board's response to planning policy statements set forth in Section III of this report. By adopting these policies, or some variation of them, the Board will begin to shape investment decisions for the public sector and influence economic decisions in the private sector. This, in turn, will be strongly reflected in future development activity and emerging land use patterns in the Village. In essence, that is what community planning is all about.

The regulation of land subdivision and the control of land use are also extremely effective ways of influencing development in a community. At the beginning of this planning project, Trumansburg had in effect a zoning law but did not have the benefit of being able to approve land subdivision. As part of the planning program, the Planning Board prepared a comprehensive set of rules and regulations establishing a review and approval procedure for the subdivision of land. These regulations and regulations have been adopted by the Planning Board and accepted by the Village Board of Trustees. This action, in itself, will greatly increase the Planning Board's ability to influence the way land is divided into building lots and provided with street access.

Concurrent with the master plan update, the Planning Board has been making a comprehensive review the Village's 1971 zoning law, including both the zoning map and various regulations set forth in that law. Of particular importance has been the review of zoning district boundaries and the minimum lot size provisions of the law.

Some recommendations for modification of district boundaries and density standards will be included in a number of suggested changes being recommended to the Village Board of Trustees by the Planning Board. Because these proposed zoning changes are, for the most part, based on proposals included in this land use plan, there is, consequently, a strong interrelationship between the comprehensive planning process and regulations that affect how land is to be used.

Review and approval of site plans for certain land uses is another effective way to help implement the Village's General Development Plan. This site plan approval responsibility is generally assigned to the Planning Board. The particular community concerns that are considered in the site plan approval process include such things as parking, access, storm water drainage, signs, landscaping and the possible impact of the proposed use on adjacent property. Uses that are subject to the site plan approval process are generally spelled out in the zoning law.

At present, site plan approval is not an available procedure in the Village of Trumansburg. The Planning Board will consider this measure, however, and make a recommendation on it to the Village Board of Trustees.

While a number of specific implementation measures are available to Trumansburg officials, as described above, the most effective way to incorporate important planning concepts into everyday life will come from a strong expression of community support for the plan's underlying principles. Full and ongoing discussion is important to community understanding of these principles; from this understanding comes essential public support.

Traditionally, the Planning Board assumes a major responsibility for presenting the plan to the community after it has been approved, at least in principle, by the governing body. It is also important that the Planning Board review the plan annually and update it as necessary. Since planning is a continuing process, the basic tool of this process, the General Development Plan, must be kept current.

When annual capital budgets are considered, proposed infrastructure improvements described, or implied, in the plan (water system improvement, intersection realignment, open space or park development, etc.) should be included in the review and funded when possible. All of these measures, combined, will be necessary if the General Development Plan is to have maximum effect on the Village of Trumansburg.

ACKNOWLEDGEMENTS

Much of the value of this update of the Village of Trumansburg General Development Plan lies in the efforts of those who participated in the study. Their detailed knowledge of the workings of the community, and their willingness to take on some of the basic data gathering assignments, has given grass-root strength to the project. This work, and the advice, enthusiasm and good spirit that was expressed in abundance is gratefully acknowledged.

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Executive Director

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May 17, 1993


Sharon Housworth
Clerk-Treasurer
Village of Trumansburg
P.O. Box 718
56 E. Main Street
Trumansburg, NY 14886

Dear Sharon:

This is in response to your letter dated May 12, 1993 regarding approval of a master plan developed by the village planning board. The planning board of a village may prepare a master plan. A master plan developed by a planning board is completely advisory and not binding on a village board. The village board is not required to adopt the master plan developed by the planning board.

Therefore, the village board: 1) can take no action on the master plan, in which case the master plan is an advisory document not binding on anyone; 2) can adopt by resolution or by local law the master plan with or without changes. Once the master plan is adopted by the village board, it could be viewed as the comprehensive plan for the purposes of zoning. If the master plan is considered by a Court to be evidence of a comprehensive plan, this can either help or harm the village depending whether or not all actions are taken in accordance with this master plan. I would suggest that if the village board adopts the master plan, every zoning amendment or change made after the adoption of the plan, should closely follow its provisions. Otherwise, the plan should be amended each time any zoning law is adopted which does not conform.

Very truly yours,


Barbara J. Sanel
Counsel

cc: Boarf
John C. Leary

BJS/mc

cc: Village Board 10/21/99
Planning "
Zoning "